2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
247

Town of Kenbridge

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Town of Kenbridge

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Kenbridge																
40	1.33	**5300**	**N**	93%	0%	3%	1%	3%	0%	N	0.084	N	0.54	5200	N	2003
From: WCL Kenbridge To: 55-697																
40	0.89	**6200**	**G**	93%	0%	3%	1%	3%	0%	F	0.088	F	0.517	6100	G	2003
From: 55-697 To: SR 137, SR 138																
40	0.66	**3600**	**G**	93%	0%	3%	1%	3%	0%	F	0.088	F	0.544	3500	G	2003
From: SR 137, SR 138 To: ECL Kenbridge																
137	1.13	**4800**	**G**	87%	1%	4%	0%	8%	0%	F	0.086	F	0.564	4700	G	2003
From: SR 40 To: ECL Kenbridge																
138 137	1.13	**4800**	**G**	87%	1%	4%	0%	8%	0%	F	0.086	F	0.564	4700	G	2003
From: CL Kenbridge To: SR 40																
637	0.57	**1700**	**N**	95%	0%	2%	0%	2%	0%	N	0.085	N	0.694	1600	N	2003
From: SCL Kenbridge To: SR 40																
653	0.28	**940**	**G**	97%	0%	2%	0%	1%	0%	F	0.098	F	0.604	930	G	2003
From: NCL KENBRIDGE To: 55-1136																
653	0.22	**890**	**G**	97%	0%	2%	0%	1%	0%	C	0.098	F	0.518	880	G	2003
From: 55-1136 To: 55-1135																
653	0.12	**1100**	**G**	94%	0%	2%	2%	1%	0%	C	0.092	F	0.574	1100	G	2003
From: 55-1135 To: SR 40																
697	0.13	**430**	**R**								NA			NA		1998
From: SR 40 To: NCL Kenbridge																
710	0.04	**140**	**R**								NA			NA		03/27/2001
From: WCL KENBRIDGE To: NCL KENBRIDGE																
729	0.20	**100**	**R**								NA			NA		03/19/2001
From: SCL KENBRIDGE To: SR 40																
748	0.15	**170**	**R**								NA			NA		03/14/2001
From: Dead End To: SR 40																
757	0.11	**210**	**R**								NA			NA		1998
From: Dead End To: SR 40																
761	0.25	**40**	**R**								NA			NA		03/27/2001
From: SR 40 To: NCL Kenbridge																
1101	0.41	**280**	**R**								NA			NA		04/30/2001
From: 55-1123 To: 55-1111																
1101	0.37	**530**	**G**	96%	0%	2%	1%	1%	0%	F	0.115	F	0.664	520	G	2003
From: 55-1111 To: 55-1110																
1101	0.32	**690**	**G**	96%	0%	2%	1%	1%	0%	F	0.094	F	0.627	680	G	2003
From: 55-1110 To: 55-1130																
1101	0.06	**1100**	**G**	96%	0%	2%	1%	1%	0%	C	0.107	F	0.505	1100	G	2003
From: 55-1130 To: SR 40 EAST																
1101	0.31	**920**	**G**	96%	0%	2%	1%	1%	0%	F	0.101	F	0.678	910	G	2003
From: SR 40 WEST To: 55-653																
1102	0.14	**110**	**R**								NA			NA		03/29/2001
From: 55-653 To: 55-1117																

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kenbridge																
1103 55	0.15	**110**	**R**								NA			NA		04/30/2001
From: 55-1101																
To: 55-1108																
1104 55	0.11	**120**	**R**								NA			NA		03/27/2001
From: SR 40																
To: 55-1114 NORTH																
1104 55	0.06	**40**	**R**								NA			NA		03/27/2001
From: 55-1114 SOUTH																
To: Dead End																
1105 55	0.13	**90**	**R**								NA			NA		03/29/2001
From: 55-1107																
To: 55-1106																
1105 55	0.10	**80**	**R**								NA			NA		03/29/2001
From: 55-1106																
To: 55-1125																
1106 55	0.15	**430**	**R**								NA			NA		03/29/2001
From: 55-1128																
To: 55-637																
1107 55	0.14	**300**	**R**								NA			NA		03/29/2001
From: SCL KENBRIDGE																
To: 55-637																
1108 55	0.03	**30**	**R**								NA			NA		04/30/2001
From: Dead End																
To: 55-1110																
1108 55	0.32	**180**	**R**								NA			NA		04/30/2001
From: 55-1110																
To: 55-1121																
1108 55	0.24	**340**	**R**								NA			NA		04/30/2001
From: 55-1121																
To: 55-1117																
1109 55	0.16	**260**	**R**								NA			NA		04/30/2001
From: 55-1126																
To: SR 137; SR 138																
1109 55	0.07	**170**	**R**								NA			NA		04/30/2001
From: SR 137; SR 138																
To: 55-1108																
1110 55	0.18	**280**	**R**								NA			NA		04/30/2001
From: 55-1101																
To: 55-1108																
1110 55	0.05	**90**	**R**								NA			NA		04/30/2001
From: 55-1108																
To: 55-1112																
1111 55	0.14	**390**	**R**								NA			NA		04/30/2001
From: SCL KENBRIDGE																
To: SR 137; SR 138																
1112 55	0.07	**60**	**R**								NA			NA		04/30/2001
From: Dead End																
To: 55-1110; Gap Terminus																
1112 55	0.15	**40**	**R**								NA			NA		04/30/2001
From: Dead End; Gap Terminus																
To: 55-1121																
1112 55	0.06	**200**	**R**								NA			NA		04/30/2001
From: 55-1121																
To: SR 40																
1113 55	0.10	**500**	**R**								NA			NA		05/17/2001
From: SR 40																
To: 55-1101																
1113 55	0.09	**140**	**R**								NA			NA		05/17/2001
From: 55-1101																
To: 55-1115																
1114 55	0.39	**510**	**G**	94%	0%	4%	1%	1%	0%	C	0.099	F	0.608	500	G	2003
From: 55-637																
To: SR 40																

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Town of Kenbridge																
1115 55	0.06	**880**	**R**								NA			NA		04/30/2001
From: SR 40 To: 55-1116																
1115 55	0.13	**180**	**R**								NA			NA		05/07/2001
From: 55-1116 To: 55-1117																
1116 55	0.06	**140**	**R**								NA			NA		05/07/2001
From: SEVENTH AVENUE To: 55-1101																
1116 55	0.08	**650**	**G**	93%	1%	4%	0%	1%	0%	C	0.110	F	0.565	640	G	2003
From: 55-1101 To: 55-1115																
1116 55	0.15	**290**	**G**	93%	1%	4%	0%	1%	0%	F	0.102	F	0.6	290	G	2003
From: 55-1115 To: 55-1102																
1117 55	0.18	**280**	**R**								NA			NA		05/07/2001
From: NORTH STREET To: 55-1132																
1117 55	0.05	**290**	**R**								NA			NA		05/07/2001
From: 55-1132 To: 55-1102																
1117 55	0.22	**120**	**R**								NA			NA		05/07/2001
From: 55-1102 To: 55-1136																
1118 55	0.08	**330**	**R**								NA			NA		05/07/2001
From: 55-637 To: 55-1124																
1118 55	0.08	**230**	**R**								NA			NA		05/07/2001
From: 55-1124 To: 55-1119																
1119 55	0.15	**200**	**R**								NA			NA		05/07/2001
From: 55-1114 To: SR 40																
1120 55	0.28	**160**	**R**								NA			NA		03/27/2001
From: 55-1114 To: Dead End																
1121 55	0.07	**200**	**R**								NA			NA		04/30/2001
From: SR 137; SR 138 To: 55-1108																
1121 55	0.05	**100**	**R**								NA			NA		04/30/2001
From: 55-1108 To: 55-1112																
1123 55	0.09	**210**	**R**								NA			NA		04/30/2001
From: 55-1101 To: SR 137; SR 138																
1124 55	0.14	**350**	**R**								NA			NA		05/14/2001
From: 55-1114 To: SR 40																
1125 55	0.08	**120**	**R**								NA			NA		03/29/2001
From: 55-1105 To: 55-637																
1125 55	0.08	**290**	**R**								NA			NA		03/29/2001
From: 55-637 To: 55-1124																
1126 55	0.15	**1000**	**R**								NA			NA		04/30/2001
From: 55-1109 To: SR 40																
1127 55	0.07	**50**	**R**								NA			NA		04/30/2001
From: SR 137; SR 138 To: NCL KENBRIDGE																
1128 55	0.10	**460**	**R**								NA			NA		03/29/2001
From: 55-1106 To: Dead End																

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Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kenbridge																
1130 55	0.06	**220**	**R**	From: 55-1126 / To: 55-1101							NA			NA		04/30/2001
1131 55	0.09	**30**	**R**	From: 55-1142 / To: 55-1138							NA			NA		03/29/2001
1131 55	0.05	**290**	**R**	From: 55-1138 / To: SR 40							NA			NA		03/29/2001
1132 55	0.12	**110**	**R**	From: 55-1116 / To: 55-1117							NA			NA		05/07/2001
1133 55	0.07	**40**	**R**	From: 55-1133 / To: 55-1134							NA			NA		03/27/2001
1133 55	0.11	**140**	**R**	From: 55-1134 / To: 55-637							NA			NA		03/27/2001
1134 55	0.14	**110**	**R**	From: Dead End / To: 55-1133							NA			NA		03/27/2001
1135 55	0.31	**190**	**R**	From: 55-653 / To: Dead End							NA			NA		03/29/2001
1136 55	0.09	**140**	**R**	From: 55-1117 / To: 55-653							NA			NA		03/29/2001
1137 55	0.08	**40**	**R**	From: Dead End / To: 55-1133							NA			NA		03/27/2001
1138 55	0.06	**80**	**R**	From: Dead End / To: 55-1131							NA			NA		03/29/2001
1139 55	0.06	**310**	**R**	From: SR 40 / To: 55-1135							NA			NA		03/29/2001
1139 55	0.19	**300**	**R**	From: 55-1135 / To: 55-653							NA			NA		03/29/2001
1140 55	0.04	**80**	**R**	From: Dead End / To: 55-1131							NA			NA		03/29/2001
1141 55	0.14	**50**	**R**	From: 55-1142 / To: SR 40							NA			NA		03/29/2001
1142 55	0.22	**40**	**R**	From: 55-1131 / To: 55-1141							NA			NA		05/14/2001
9926 55	0.10	**100**	**R**	From: 55-653 / To: KENBRIDGE PRIM SCH							NA			NA		1998